NOVEMBER 6, 1922

Issued Weekly

PRICE 10 CENTS



XIII

THE DEUTSCH CUP RACE THE AIR SERVICE AND NATIONAL GUARD REVISED PERFORMANCES OF DETROIT MEET THE MARCEL BESSON OUADRUPLANE FLYING BOAT

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October 14, 1922--First, Second, Third and Fourth in the Pulitzer Race in Army Curtiss plants flows by Lieuts, Maushan and Maitland, in Navy Curtiss planes flows by Dann and Williams

ESTABLISHES WORLD'S RECORDS

October 14, 1922, 206 Miles Per Hour for Enclosed Circuit Made by Lieut, Manghan in Army Costice Pacer October 18, 1922--224.38 Miles Per Hour for One Kilometer, Made by Brig-General

Wm Mitchell Assistant Chief of the Air Service

THE CURTISS AEROPLANE AND MOTOR CORPORATION GARDEN CITY, NEW YORK

NOVEMBER 6, 1922

AVIATION Member of the Andri Survey of Circulations

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THE CARDNER MOFEAT COMPANY In: Publishers HIGHEAND N.Y. 225 FOURTH AVENUE, NEW YORK annual annual Carolina carrier disabilities. For the Property Seeks, with to come. Commit, the follows. Foreign, sig cities: Entered as strong-class mater. Nov. 31, 2210, at the come. Committed Strategies, Nov. 31, 2210, at the come. Committee Com. Part Office of Stightend, N. 7, under set of March

THOMAS-MORSE AIRCRAFT CORPORATION

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What Is an Accommical Engineer? FIN HE tendency to the United States prompty has been to group with definite qualifications, in much the seem way as

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Soaring Experiences in America FIGURE areast interest and excelution which the German chine and course emergents of but year second

This is a highly populable minution. We have once before suggested that some public speried rainer offer a trophy, to



#### DRIVING FORWARD

numoses of peace and commerce, product, continue to "blaze the trail" as they did throughout the war. ing forward to the day of greatly ing on new designs and always will make them.

Wright Engines, now serving the striving to develop an improved

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The Air Service and National Guard Statement of Policy Regarding Reserve Air Service Officers By Major B. K. Yount

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AVIATION

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NAS Symptom, Mr. Service, Maryland Ruband Sharel, of Landing Paul, Vo. This is one of the sig Natural States

Air Service perthypation in six Severe Officers' Transing consetts Institute of Technology, Cambridge, Mass., George,

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b) Officers who have some mountal flower training will principly fiying and was ar given a special colors of the property of the prop

otherwise. These such will be given a neary course at our

with the reinfriely incoverage expenditure of Junia, however, in optended showing of the expering gards has done much to dis-

Dynama will be provided for

# The Deutsch de la Meurthe Cup Race

French Speed Classic is Won by Fernand Lastic
Who Covered the 300 km. Course at 179 map.h.

is one last some, then year's Denisch.

The Indyan series consisted at the well known 100 by Ya.

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## the Fernand Large in free Delige racer on title

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November 6, 1922 AVIATION STATES OF STATES OF STATES AND LAST TIME OF THE MUTTERS CUT BACKERS.

The board Time of July 1924 AVIATION CONTRACTOR OF STATES.

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### Revised Table of Performances at Detroit Meet

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The attractors last year was extended at 20,000, but as gold of at his not seen controlled. CAT, tony.
An Lieutennia Marroudy and Kelly controlly introded to Paragon Reversible Propeller

at an aromer more of 187 to p.b."

The Hartford Aviation Meet

Nact. Fifteen of the local monerant companies with branch offices or general accuracy in Chicago, will co-currents by originating letters and puckages for this special flight. Back send will be measured by the Charage Post Office up to 5.30 p. m. on Therefore, New 9, and stayled East on the evening are mad strong, and my there also to Martinet Will be the story of the bedderest applies of the officer's near as Marketines,

seed of 181 m.p.n." This stem should have pend "Licuteanut Backwhile paletys Verville Sperry eneer fitted with a 550 kg. Wright aught convent the I bileverter occurs of my sprrage areas of Mi m.p.k.; and Dontonart Wirining picting a Leving stage fitted with a 000 ho. Feekard caring covered the name source

#### The Marcel Besson Quadruplane Flying Boat An Interesting French Development in Lance Flying Boat Construction

and it now conducting Eight-test: with a new tope of gener Solar heat which is eventrally to be used regularly in perpage services new analoneplated and strendy partially estab-Taked over the Mediterranean State who market offers many radical features of desays, the minute of which ander service readitions will be watched with mineral. Chief strong them is the complete saranteens.

auggered for accodynamic non-morrismore.

The total valids of the Bosson condengings in slightly over arranged in two groups in his with the second row of wings, alased in regular service between Marseilles and Algori-The time sets of wings are connected by a simulo X-steat The fact is 11 ft. 6 in wide, of V-botton single step ongraction and has been damped to amptitite rough sens



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Anna of realities. In the First respector collected for a her flight, over gad

enterprey was held by A. D. Frohan, mith 12 per-

French Sailplane Up 3 hr. 21 min.

Manayari remained aloft for 3 for 3 for Manayari was Sying a tandon management of French construction. The Spring a tandom monoplem of Premok consistentium. The agentum profest marginare dipations survival mag half by the Oreman point Stratem, with 7 in 6 Wale. At the come monting, a new margin's malphona degration more with companioning was made by the Bernish withfrest W. M. Offer, who stayed up 50 mm. The premous means of this

# ARMY AND NAVY AIR NEWS

New Designation of Air Service Union, With a year to va-

majoine (frame to part

Air Intelligence Office changed to Air Intelligence Section.

First number of motor Employee of proper deal

Respired the second of the latter on the latter than to be about the latter than to be about the latter to be abou When of all loyer . . . . Single states beginning -- th Attack Wing -- th Brown of all trees. Since series includes -th Forms Green, -th.

Bestiese of all fopes .... Mit -th Photo Section. -th

School but August, will be the chief subvarior then year in the new source of Mandranana Engineering 30h Service Company (Auslip) is represent at Sort 35th Squadees (Obe-) is randored spaceton. Active asse-

clate. Hat Squadree. (Ohe.) 50th Spanner (One )

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50 Fairful AV Intersection Dept. One
Factor Sector No T is transferred from Comm Know Ev.

The Pitchs of the Arrive CI-The Schowing particulars at The Army non-rapid minimp to served at some rings at 155 p. in Sanday afternoon, Sept. IT, after completing the

At Alexes the ship and open were taken once of he the At Ahren the step and conv were taken one or up to Goodpear Ture and Sahber Company. The skip was bound bunded for Concession which was marked two boson below at 30 30 p to, quetern fone.

The might fring was done entury by common, and to

speaks well for the navigators that when the lights of the keeper come into the favigation that when the lights of I

Amer Orders. May Albert L. Seard, A.S., from Office, April

Warrant Other William F. Mason from Belling Field.

AVIATION Manualer 6, 1800 Nast Lord, Harris McCorwack, A.S., from Camp Easter, The take-off was made without the use of the beauting extends, the plane become of the 500 H deep of the Lancius Ya., to Channels Field, St. East Lord, Every & Plank, C.E., on duty at McCook Field,

Glac, to flying date,
Sai Denn W Honey, Fixance Dept from McCook Field, May John F. Corry, First Local, Thad V. Foster and Force Cart. Douglas Johnston and Cept. Barry H. Young, A.S., Lant. Douglet Jonathan State Copy. Harry, Low Transport, Land. Harriston Dept. to Breath Pools, Tax., for transport, Land. Charles V. Engell, A.S., Poor Hawman Dept. direige Fistel, 6240. Fred Level Merce L. Elliott, A.S., from Hawman Dept. First Louis Guy H. Cale, A.S., from Havenine Dept. to

San Dasgo, Tuores, El Pare, Studence, San Antonio and Hauston or party. From New Orleans they few to Pressents. The tray of Nice more was companied without account to be transfer, Local Wyall stated when reporting to Adversal

Bolley Field, D. C.

to Mitchel First, L. J.

First Lines. Thomas V. Hynne, A. S., from Haweline Dept.

The following named Arr Service officers are savigned to the Lord Jone A Madaran, Mather Fold, Culti's Ford Lord. Ned Schmann, McKar Field, Oddf.
Front Louit, Jenne T., Cerry, pr., A.S., (somp slate Metals.
Field, L. 1.) from Langley Field, Va., to Mitchel Field, L. 1.

Hard, Selfredge Field, Mich., Firet Licet Edwin Johnson, First Level Benry I Sulvy, A.S., from Philippens Dept to No. Arthur S. Chreste, A.S., from San Francisco, to

Naval Aviation Place Takes Off and Albelon as U.S.S. Lampley-- Very the first account some on the same. This momentum certif happened on Oct 20, when the Torted States accepted correct Language was cruzzag off Cape Henry, as the Vingdels coast. The arcould need for these experiments, a land type two-season alrelane, Adds, was mining by La Casadi Godfrey dell Cherefor, U.S.N., one of the seatest American nevel eventure.

Two Navy Pleases on Long Phyla... Two Navy DHA planes ar-American Legion buctors. It was colosed by Lt. H. B.

Terpolo and Benking Managemen-On Thursday, Oct. 1022. Torpodo and Besching Plane Squadron 2, conducted hombour arection. The weather confifmed were excellent and of 8,000 ft. One salve of broky 230 h, houds was dwaren and a propert straight true situated, with our coincides on on Oct. 6, 1602, this countries burnhow from 0,000 ft. and remetics it is capita wearible to book appropriate from altitudes

Nery Orders -- Eas. Myron P. Eddy, del. U.S.S. Chausecut; on Arrenas coopie Bielde Pleaf Lieut, Thumas C. Quirk, Med C. det New Air Sto. Hemp-ton Roads, Va.; to U.S.S. Protons. Ene Depoton Harmon, det Nav. Ary Sts. Penuscola, Fla.: Li. 5 g. Webster Green, det USS Sapale, in USS Long-

Eus. Norman B. Hepkme, det. Nav. Air Sta. Pensseola. AMMIRICAN

Lines. Polets N. Meyeard, Carrier Fuld. - FOREDON

Jan. 2, 2013 Paris, France,

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Foreign News Green Brison-The Strikels are manuaters, with the communication These arreved British companies... Handler Page Trace

person.
It has now been from that the total povenests under the

Seeden. As was anneated in their columns asserting ago Dishery Jahlon and the heaving government the historic Dishery Jahlon the six very be ready by 2003 in time for the Dishery Jahlon Enlithing to be used for the sumediste establishment of hongurs in

Pilots Take Notice

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Major folgoning inform that if he shd, got have opinite
air intakes the middless would live anought fine when the engive back-fred. He strengty recommended that all priors take

would not kappen again.

SAN FRANCISCO CALIFORNIA

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\$10 Kt - panable for dellers on excellment and the habates on NATIONAL SUCCESS BUILDIES, AMCRAPT OCVELOPMENT DIVIDION, DI War 44th St. New York City EX-ARMY PLIES-Wash IS house official points been

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THE RIPIC ST. SALT TORONTO, CANADIA Who's Who in American Acronautics An Asymptotic policenes book mulabring \$600 biographics GARDNER, MOFFAT CO., Inc. 225 Foorth Ave.

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Dayson Writtle "Channes"

#### to Fly in Record Time Taught

N the morning of September 22, 1922, Kenneth M. Lane of Desten, who had never personaly tracked the controls of an airplane, took his first instruction flight with Walter F. Lees.

That some afternoon, after only four hours instruction. I are stronged out of the marking and I are flow sole, execution all the maneurers required in ordinary flight in very creditable style

Thus correspondented feat was condessed possible and safe by reason of the extraordinary attributes of the type amplane used. Years of pointskips study and research have resulted. thru the reviection of the Dayton Weight. "Champs", in the production of an airplant to stable and an easy to fix that it is safe in the hands of any amateur spectoman. The ship really flors stuff with hands of all coptools. It is proof from "stors" - by far the erratest individual come of serious

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# At Detroit

In the Aerial Mail Trophy Race, held at Detroit, October 12, four giant twin-motored planes, designed and built by the House of Martin, flew more than a thousand miles at an average speed of 102.6 miles per hour without the slightest mishap or failure of any part.

The outstanding feature of this race over all the other races at Detroit, including the one for the Pulitzer Trophy, was the uniformity of performance of all the planes. So consistent was the flying of each plane that not more than a few seconds variation was recorded, one lap with another, over the ten laps of the race.

The exceptional ease with which these large weight-carrying planes were able to duplicate the feats of the much smaller and faster scouts in turning the pylons and maneuvering, was another supplies. Any one witnessing this event supplies and the performance of the two modern than the properties of the properties of the properties of the properties of the extraordinary care given to the design of the famous Martin Bomber.

At Detroit, as at the bombing tests a year ago, Glenn L. Martin airplanes fully demonstrated their versatility as well as their unfailing performance and reliability.

Results of the Detroit News Aerial Mail Trophy Race for Muti-motored airplanes.

 Ist Martin Transport
 L. E., H. Nelson
 105.1 m. p. h.

 2nd Martin Bomber
 L. Phil. Melville
 103.4 m. p. h.

 3rd Martin Bomber
 L. C. B. Auming
 101.4 m. p. h.

 4th Martin Bomber
 Li. C. M. Cummings
 101.0 m. p. h.

 5th Martin Bomber Y
 Li. G. E. Ballard
 96.8 m. p. h.

" Converted Martin Mail Plane 1 Not Martin-built

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